

## BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a graph illustrating a US Full Service / 286K / 13.0% Net Brake Ratio (NBR) Theoretical Single Car Stop / Level Grade;

Figure 2 is a graph illustrating a US Full Service / 52,260 Lt. Wt. / 38.0% Net Brake Ratio (NBR) Theoretical Single Car Stop / Level Grade;

Figure 3 is a graph illustrating standard adhesion curves for different rail conditions;

Figure 4 is a graph illustrating a braking analysis for the present invention;

Figures 5A, 5B, and 5C are a printout of a series of tests conducted at different speeds which illustrate the change in deceleration due to brake shoe fade; and

Figures 6A, 6B, 6C, 6D, 6E, 6F, 6G, and 6H show a series of charts illustrating the theoretical design differences in available adhesion and adhesion demand of the brake systems.

On page 13, first paragraph, please make the following changes:

The following charts as per Figures 6A-6H, show the theoretical design differences in available adhesion and adhesion demand of these brake systems. Adhesion demand is "purely theoretical", with no effect of variation in brake block friction shown, due to thermal effects or other environmental conditions. These effects have been averaged into the brake block coefficient used for the stop analyses. However, the analyses' demonstrate the brake system design differences clearly.

To follow is a "clean copy" of page 13, paragraph 1, on a separate page:

The following charts as per Figures 6A-6H, show the theoretical design differences in available adhesion and adhesion demand of these brake systems. Adhesion demand is "purely theoretical", with no effect of variation in brake block friction shown, due to thermal effects or other environmental conditions. These effects have been averaged into the brake block coefficient used for the stop analyses. However, the analyses' demonstrate the brake system design differences clearly.

On pages 2-3, please make the following changes to the paragraph bridging these pages:

For example, the assignee of the present invention has been working rather closely with a freight car builder, located in Great Britain, to further develop the relatively inexpensive braking technology presently being used on freight cars in the United States for use in Europe. This development work has led to some truck mounted braking system design changes which are disclosed in a co-pending patent application titled "Suspension System For A Car Mounted Brake Assembly", filed on September 17, 1999 and assigned Serial Number 09/397,827 and issued as U.S. Patent Number 6,305,504. This co-pending patent application has been assigned to the assignee of the present invention and the teachings therein are incorporated herein by reference thereto. It is expected that these design changes should prove useful in the US also.

To follow is a "clean copy" of the paragraph bridging pages 2-3, on a separate page:

For example, the assignee of the present invention has been working rather closely with a freight car builder, located in Great Britain, to further develop the relatively inexpensive braking technology presently being used on freight cars in the United States for use in Europe. This development work has led to some truck mounted braking system design changes which are disclosed in a co-pending patent application titled "Suspension System For A Car Mounted Brake Assembly", filed on September 17, 1999 and assigned Serial Number 09/397,827 and issued as U.S. Patent Number 6,305,504. This co-pending patent application has been assigned to the assignee of the present invention and the teachings therein are incorporated herein by reference thereto. It is expected that these design changes should prove useful in the US also.

### Remarks

The specification has been amended in accordance with the changes to the drawings and to provide updated related application information. No new matter has been added.

If the Examiner has any questions regarding this amendment and/or drawing changes, he/she is invited to contact the undersigned Agent for Applicant.

Respectfully submitted,

by Michele K. Yoder  
Michele K. Yoder  
Reg. No. 41,562  
Agent for Applicant

JAMES RAY & ASSOCIATES  
2640 PITCAIRN ROAD  
MONROEVILLE, PA 15146-3309  
TELEPHONE (412) 380-0725  
FACSIMILE (412) 380-0748